CB110

OHIO PUBLIC WORKS COMMISSION

77 South High Street - 16th Floor
Columbus, OH 43266

OPWC Use Only	
Application ID Number	Project ID Number
Date Received MO DAY YR	Date Received MO DAY YR
Amount Requested $	Amount Approved $

APPLICATION for PROJECT SUPPORT

CB110

SECTION 1 - APPLICANT INFORMATION

1.1 LEGAL APPLICANT/RECIPIENT:

Name: Mayor Harry M. Matthews
Organization: Village of Glendale
Address: 30 Village Square
City & Zip: Glendale, OHIO 45246

1.2 DATE SUBMITTED: MO ____ DAY ____ YR ____

1.3 CONTACT:

Name: Walter W. Cordes
Title: Village Administrator
Address: 30 Village Square
Glendale, OHIO 45246
Phone: 1-513-771-7200

SECTION 2 - PROJECT INFORMATION

2.1 TITLE OF PROJECT: Chester Road Improvement Project

2.2 BRIEF DESCRIPTION Repair pavement base failures and resurface (3/4" leveling course and 1.5" 404 surface course with fabric). Stabilize shoulders and regrade ditches to improve pavement drainage.

2.3 LOCATION (include area and population affected)
Village of Glendale, Ohio. (Pop.#2,368) Chester Rd is .75 Miles in length & is between Sharon Rd. and Oak Rd. (see attached location map) There are 13,800 daily users.

2.4 PROJECT TYPE:

	Estimated Costs in Appropriate Column(s), $				
	Replacement	Repair	Expansion	New	Other (Expl.)
Road		$264,500			
Bridge					
Water Supply					
Wastewater Treatment Facility					
Sanitary System					
Solid Waste Disposal Facility					
Stormwater System					
Flood Control System					
Other (Explain)					

2.5 PROJECT STATUS AND SCHEDULE

	Estimated Start Date	Estimated Completion Date
Preliminary Design	08/01/89	09/01/89
Detailed Design and Bid Documents	09/01/89	09/15/89
Site Related	09/15/89	10/01/89
Construction Bid Process	10/01/89	10/15/89
Construction	10/15/89	11/15/89

Appn. No.	Project No.

SECTION 3 - FUNDING INFORMATION

3.1 ESTIMATED COST:

Administrative and Legal	$ 2,050.00	Construction	$ 231,500.00
Preliminary Engineering	6,000.00	Equipment and Facilities	0.00
Site Related	0.00	Contingencies	10,000.00
Construction Engineering	14,950.00	Other (Explain)	0.00
		TOTAL	264,500.00

3.2 PROPOSED FUNDING:

	Category	Amount	Percent
Federal/State		$	
State only			
Local	Village Plan & Improvement Fund	47,150.00	17.83
Other (explain)			
OPWC	District / Grant	217,350.00	82.17

3.3 OPWC ASSISTANCE REQUESTED

Grant (100% of funds in years 1 and 2)	$ 217,350
Loan (Beginning in year 3)	
Debt Support (Beginning in year 3)	
Credit Enhancement (Beginning in year 3)	

3.4 TYPE OF OPWC FUNDS:

- #2 District (Issue #2)
- ____ Emergency
- ____ Small Government
- ____ Water/Sewer Rotary

3.5 DESCRIPTION OF APPLICANT'S EFFORTS AND ABILITY TO ASSIST IN FINANCING THE PROJECT:

The Village of Glendale has been approved for Issue II funding by the District 2 Integrating Committe. All Engineering costs & 10% of construction costs (total $47,150) to be paid by Village Plan and Improvement Fund. Glendale has applied for MRF funds durin the past seven years for this project and has been unsuccessful. The Village is unable to properly repair this roadway without assistance.

SECTION 4 - APPLICANT CERTIFICATION

4.1 The Applicant Certifies that:

"To the best of my knowledge and belief, data in this application are true and correct, an inventory and a five-year plan of capital improvement needs and priorities has been completed in compliance with R.C. 164.06(C), the documents have been duly authorized by the governing body of the applicant, and the applicant will comply with required assurances including minority hiring, Buy Ohio, prevailing wage, and other assurances provided by law."

Certifying Representative: (Type name and title)	Signature	Date Signed
Harry M. Matthews, Mayor of Glendale	Harry M. Matthews	July 10, 1989

SECTION 5 - DISTRICT COMMITTEE CERTIFICATION

5.1 The District Integrating Committee for District Number ____ Certifies that:

The Committee has selected this request for assistance to be submitted to the Director, OPWC, with specific consideration having been given to infrastructure repair and replacement needs of the district, age and condition of the system, ability to generate revenue, importance of project to health and safety, local ability to finance, availability of federal or other funds, adequacy of planning for project, adequacy of a 5-year infrastructure plan by the subdivision, project cost, and allocation limits of District (Secs. 164.05 and 164.06 B of ORC), and, if requested by Director, OPWC, the District will provide within 5 days evidence satisfactory to the Director that the foregoing considerations have been made.

Certifying Representative: (Type name and title)	Signature:	Date Signed
DONALD C. SCHRAMM, P.E.-P.S. CHAIRMAN	Donald C. Schramm	July 13, 1989

CDS ASSOCIATES, INC.
PRELIMINARY OPINION OF CONSTRUCTION COST*

PROJECT: CHESTER ROAD IMPROVEMENTS
VILLAGE OF GLENDALE

PROJECT NO: 89078

DATE: JUNE 20, 1989

ITEM NO.	SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
1	203	REGRADE ROADSIDE DRAINAGE SWALES	8,400	L.F.	$ 5.00	$ 42,000
2	253	BITUMINOUS PAVEMENT REPAIR	1,670	S.Y.	40.00	66,800
3	254	BITUMINOUS PAVEMENT PLANING	9,400	S.Y.	2.00	18,800
4	402	ASPHALT LEVELING COURSE (3/4 AVG)	200	S.Y.	65.00	13,000
5	404	ASPHALT SURFACE COURSE (1-1/2")	400	C.Y.	65.00	26,000
6	407	TACK COAT (0.10 GAL/S.Y.)	990	GAL.	1.00	990
7	614	MAINTAINING TRAFFIC		L.S.	L.S.	5,000
8	617	RECONDITIONING SHOULDERS	2,800	S.Y.	7.20	20,160
9	621	PAVEEMNT MARKINGS		L.S.	L.S.	6,000
10	659	SEED, FERTILIZER, AND MULCH	9,300	S.Y.	1.50	13,950
11	SPL	FULL WIDTH PAVEMENT FABRIC	9,400	S.Y.	2.00	18,800
		CONTINGENCIES				10,000
		TOTAL				$241,500

BY: CDS ASSOCIATES, INC. – VILLAGE ENGINEER

Mark A. Kluesener
MARK A. KLUESENER, P.E.

*OPINION OF CONSTRUCTION COST SUBJECT TO ADJUSTMENT DURING DETAILED DESIGN PHASE AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

USEFUL LIFE – UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE CHESTER ROAD IMPROVEMENTS PROJECT WILL BE 10 YEARS.

County of Hamilton

DONALD C. SCHRAMM, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202

GENERAL INFORMATION (513) 632-8523

PROJECT SELECTION CRITERIA AND PROCEDURE

To fairly select projects for formal submission to the Director of the Ohio Public Works Commission or the Administrator of the Small Government Capital Improvements Commission and to comply with the requirements of Division (B) of Section 164.06 of the Ohio Revised Code by considering each application in light of the specific factors stipulated therein, the District #2 Integrating Committee adopted a numerical point rating procedure developed by a team of registered professional engineers.

All applications for assistance under the State Issue #2 Infrastructure Financing Program were evaluated by a support staff of registered professional engineers in accordance with the adopted rating procedure including on site verification of need and project eligibility. A listing of all projects in order of descending numerical rating was compiled.

Each applicant received notification of the numerical rating of their specific projects and were given opportunity to comment on and question the point values assigned to each factor.

The staff and ultimately the District Committee took into consideration valid comments and questions received. A reassessment was made and where justified, adjustments made in the numerical ratings. A final listing of projects in order of descending numerical rating was compiled. Based on a maximum rating of 115 points; project ratings ranged from a high of 88 points to a low of 43 points.

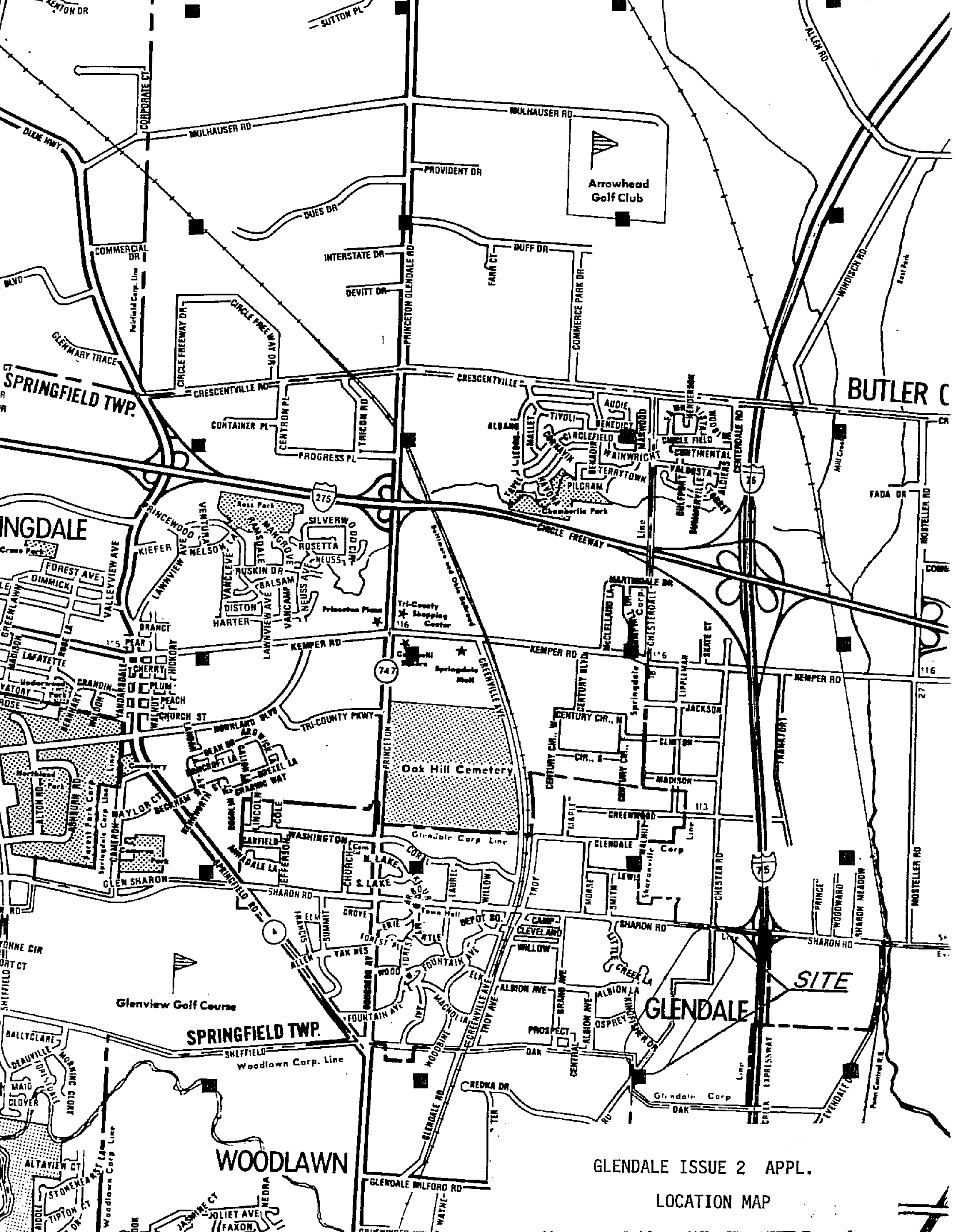
Beginning with the highest rating, each project was voted on by the Integrating Committee. The final list of recommended projects was determined and finialized when the sum total of infrastructure funds (requested for projects receiving the necessary seven (7) votes for approval) approximately matched the level of infrastructure funds anticipated for the District.

The project herewith attached received a rating of 78.

Respectfully submitted,

Donald C. Schramm

Donald C. Schramm, Chairman
District #2 Integrating Committee



GLENDALE ISSUE 2 APPL.

LOCATION MAP

APPLICATION YEAR: 1989

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2 HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: VILLAGE OF GLENDALE Population (1980): 2,368

Project Title: CHESTER ROAD IMPROVEMENT

Project Identification and Location: BETWEEN SHARON RD. AND OAK RD.; TOTAL LENGTH .750 MILES. ALL OF THE ROAD REQUIRING REPAIR IS IN GLENDALE.

Type of Project: Rehabilitation ☒ Replace ☐ Betterment * ☐

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project*: REPAIR PAVEMENT BASE FAILURES AND RESURFACE (¾" LEVELING COURSE & 1½" 404 SURFACE COURSE W/FABRIC). STABILIZE SHOULDERS & REGRADE DITCHES TO IMPROVE PAVEMENT DRAINAGE.

Road ☒ Bridge ☐ Flood Control System (Stormwater) ☐ Water Supply Systems ☐

Solid Waste Disposal Facilities ☐ Waste Water Treatment Systems ☐

Storm Water and Sanitary Collection Storage & Treatment Facilities ☐

Detailed Description of Project**: THE EXISTING PAVEMENT & BASE IS FAILING. NUMEROUS AREAS REQUIRE REPAIR OF THE PAVEMENT BASE. SHOULDERS & DITCHES REQUIRE REGRADING. AVG. PAVEMENT WIDTH IS 20' AND HAS VARIABLE SHOULDER WIDTH. THERE ARE NO CURBS & DRAINAGE IS BY DITCH THAT HAS LEVELED OUT OVER NUMEROUS YEARS. THE LAST YEAR RESURFACED IS UNKNOWN (50+)

Type of Issue 2 Funds: District 2 ☒ Small Government ☐

Water/Sewer Rotary ☐ Emergency ☐

* See definition of Betterment attached.
**Attach additional sheets if necessary.

1. Is this a roadway, bridge, or stormwater project? Yes.

2. If State Issue 2 funds are awarded, how soon would the opening of bids occur after project approval?

■ Explain in definite statements and dates the adequacy of the planning for the project and the readiness of the applicant to proceed should the project be approved. As a minimum list, the LENGTHS OF TIME to complete the following:

a) Selection of Consultant (if applicable). 30 DAYS

b) Preliminary development or engineering. 30 Days

c) The preparation of detailed construction plans. 90 Days

d) Right of Way acquisition (if applicable). (Please note that right of way acquisition is a time consuming process). N/A

e) Utility coordination * NONE ANTICIPATED. IF ANY, TO BE COORDINATED DURING CONSTRUCTION PLAN PHASE. ←

3. Using averages where necessary, what is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

■ Include a brief statement of condition and deficiencies of the present facility such as: inadequate superstructure (bridge), surface type and width, structural condition of surface, berm width, grades, curves, sight distances, drainage structures, sanitary sewers. When condition is not accurately ascertainable, use age of facility. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older THE ROADWAY IS AT LEAST 50 YEARS OLD. IT HAS NEVER BEEN RESURFACED (TWICE TAR & CHIP). WIDTH IS 20' AVG W/O CURBS. DRAINAGE IS POOR & DITCHES REQUIRE REGRADING. ROAD IS SEVERELY CRACKED AND CRUMBLING IN MANY AREAS.

4. How will the proposed infrastructure activity impact the general health and welfare of the service area, including convenience and quality of life?

■ Discuss the following items pertaining to the project (before and after the completion of the project) as thoroughly as possible.

a) Emergency response time - for example, are vehicles currently required to use alternate routes delaying emergency response time? No. THE ROAD IS STILL USABLE. FURTHER DETERIORATION WILL EVENTUALLY CLOSE THE ROADWAY. DETOUR AVAILABLE VIA SR126, OAK RD, & I-75.

b) Detour characteristics - for example, are the alternate routes adequate to handle the additional traffic and loads of a detour? YES, BUT THE ROADWAY CAN BE REPAIRED / PAVED WHILE ALLOWING DISCRETIONARY TRAFFIC.

c) Additional User Costs - The additional distance and time for the users to travel the detour or alternate routes. NONE - DISTANCES FOR ALTERNATE ROUTES ARE EQUAL.

d) Adverse impact on adjacent businesses - How does the existing detour or the proposed project have any impact on the adjacent businesses?

CHESTER IS RESIDENTIAL & IT CONNECTS LARGE BUSINESS AREAS. TRAFFIC CAN BE MAINTAINED WITH RELATIVE EASE.

5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.) To what extent of anticipated construction cost?

■ List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 5.

■ The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT, on Page 5.

6. How will the proposed infrastructure activity impact the public's safety?

■ Include a brief statement indicating how the activity will impact the public safety. For example, will the activity reduce the number of accidents? Accident records should be attached where applicable. List whether an existing bridge is functionally obsolete or structurally deficient (This information may be obtained from City, County or State where applicable); or will the addition or improvement of storm sewers reduce accidents on a roadway or bridge. THE REPAIR OF THE ROADWAY WILL PREVENT FUTURE AUTO ACCIDENTS CAUSED BY FURTHER DETERIORATION OF THE PAVEMENT. POOR ROAD CONDITIONS HAVE SIGNIFICANTLY SLOWED TRAFFIC BELOW SPEED LIMITS. LEVEL DRAINAGE DITCHES CAUSE FLOODING & ICING PROBLEMS AT TIMES.

7. Has any formal action by a federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

■ Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

No

8. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic count, daily users, etc., and equate to an equal measurement of users.

■ For roads and bridges, compute current Average Daily Traffic and multiply by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Documentation should include recent traffic counts. Where the facility currently has any restrictions or is partially closed, use traffic counts prior to restriction. For storm sewers, determine the approximate number of residents within the area drained by the storm sewer under consideration. THE CURRENT ADT IS

11,500 X 1.2 = 13,800

9. Does the project have regional impact? (How many jurisdictions will be served or will benefit from this project?)

■ Determine how many jurisdictions will significantly benefit from the project. Try to determine the service area of the project, using destination studies and other methods of documentation as available.

Yes. WOODLAWN, GLENDALE, SHARONVILLE AND GLENDALE RESIDENTS (AS WELL AS CENTRAL HAMCO) USE THE ROAD EXTENSIVELY.

10. The applicant has conducted a study of its existing capital improvements and their conditions. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:

a) An inventory of existing capital improvements,
b) A plan that details capital improvements needs during the next five years and,
c) A list of the political subdivision's priorities in addressing these needs.

The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

11.) PROJECT SCHEDULE

ACTIVITY	TARGET DATE
Consultant Selection (if applicable) (CDS)	N/A
Preliminary Engineering Completed	N/A
Detailed Plans Completed	5/1/89
Right-Of-Way Acquired (if applicable)	N/A
Contract Let	8/1/89
Construction Completed	10/1/89

12.) ESTIMATED COST OF PROJECT

ACTIVITY	ISSUE 2 FUNDS	LOCAL FUNDS
Planning, Design, Engineering	(100% Local)	$ 8,050.
Right-Of-Way/Real Property	(100% Local)	$ N/A
Inspection of Construction	(100% Local)	$ 14,950.
Construction and Contingencies	$ 217,350.	$ 24,150.
Betterment Portion	(100% Local)	$ N/A
Subtotal	$ 217,350.	$ 47,150. **

Grand Total (Issue 2 Funds Plus Local Funds)..... $ 264,500.

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	$ 0.
State Fuel & License Funds	$ 0.
Local Road Taxes	$ 0.
Local Bond or Operating Funds	$ 0.
Misc. Funds (Specify) Village Plan & Improvement Fund	$ 47,150.
Total Local Funds	$ 47,150. **

** These numbers must be identical

WSC 7-10-89

CAPITAL IMPROVEMENT PLAN (Attach to CIP Issue 2 Funds only)

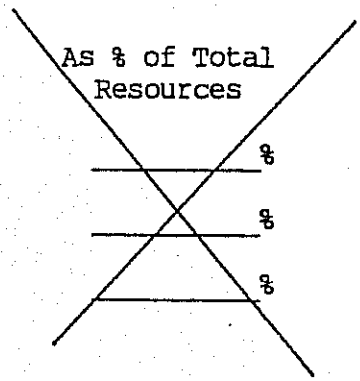
LOCAL ABILITY TO PAY

A. Previous Capital Budget Expenditures Appropriations (Circle One) For Infrastructure Projects*

1985 $ 76,850.

1986 $ 40,391.

1987 $ 43,683.

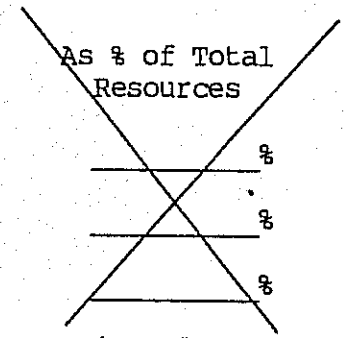


B. Projected Capital Expenditures Appropriations (Same as "A") For Infrastructure Projects*

* 1988 $ 62,000.

1989 $ 64,000.

1990 $ 66,000.



Briefly explain any significant reduction (10% or more) in projected expenditures or appropriations for 1988-90 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.) * THE CAPITAL IMPROVEMENT BUDGET VARIES UPON NEED (RANGE OF $40,000 TO $76,000). A CONSISTENT PLAN WAS IMPLEMENTED IN '88 WITH A BASE OF $60,000.

* Use only funds expended or appropriated for construction CONTRACTS.

14.) AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application any photographs, reports, plans or other available data on the project.

VILLAGE OF GLENDALE

30 VILLAGE SQ.

GLENDALE, OHIO 45246
Address

(513) 771-7200
Phone (Work)

Walter W. Cordes
Signature

WALTER W. CORDES
Name

VILLAGE ADMINISTRATOR
Position

VILLAGE OF GLENDALE
Local Jurisdiction/Agency

APPLYING JURISDICTIONS/AGENCIES: NOTE THAT THIS FORM IS BEING OFFERED FOR INFORMATION PURPOSES ONLY. IT WILL BE FILLED OUT BY THE SUPPORT STAFF, BASED ON INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY
1989 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: Village of Glendale

PROJECT IDENTIFICATION:
Chester Road Improvement - Project Limits
Sharon Rd to Oak Road - Length .75 miles

PROPOSED FUNDING:
90% Issue 2 Funds 10% Local Funds for Construction
100% Local Funds for Design Engineering and Const. Engineering

ELIGIBLE CATEGORY:
Roadway

POINTS

20 1. Is this a roadway, bridge, or stormwater project?

20 points - Yes
0 points - No

15 2. If State Issue 2 funds are awarded, how soon would the opening of bids occur after project approval?

15 points - within six months
10 points - six to 12 months
0 points - over twelve months

8 3. Using averages where necessary, what is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

CONDITION

10 points - Closed
8 points - Poor
6 points - Fair
4 points - Good

4 4. How will the proposed infrastructure activity impact the general health and welfare of the service area, including convenience and quality of life?

10 points - significantly
7 points - moderately
4 points - minimally
0 points - no impact

2 5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.) To what extent of anticipated construction cost?

10 points - more than 50%
8 points - 40-50%
6 points - 30-39%
4 points - 20-29%
2 points - 10-19%

14 6. How will the proposed infrastructure activity impact the public's safety?

20 points - significantly
14 points - moderately
8 points - minimally
0 points - no impact

0 7. Has any formal action by a federal, state, or local governmental agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - complete ban
5 points - partial ban
0 points - no action

10 8. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as household, traffic count, daily users, etc., and equate to an equal measurement of persons.

10 points - over 10,000 people
7 points - 5,000 to 10,000 people
4 points - less than 5,000 people

10 9. Does the project have regional impact? (How many jurisdictions will be served or will benefit from this project?)

10 points - major regional impact (4 or more jurisdictions)
5 points - secondary regional impact (2 or 3 jurisdictions)
2 points - little or no regional impact (1 jurisdiction)

83 TOTAL POINTS

J. S. Hegstad — 2/24/89

Reviewer Names — Date